

Bridgeport Evening Farmer

VOL. 52—NO. 275

BRIDGEPORT, CONN., MONDAY, NOVEMBER 20, 1916

PRICE TWO CENTS

CONGRESSIONAL INQUIRY WILL INCLUDE FEDERAL CONTROL OF RAILROADS

Senator Newlands, in Outline of Work Before Committee, Says That Investigation Will Cover All Big Transportation Problems.

Government Ownership Will be Considered, He Says, and Both Rail and Water Questions Will Be Taken up—State Officers Heard.

Washington, Nov. 20.—The joint congressional committee appointed to investigate a wide range of problems relating to railroads and other common carriers held its first meeting today. State railroad commissioners were to be heard first. At frequent sessions during the next six weeks the committee expects to receive the views of railroad officials, financiers, labor leaders, shippers, heads of express, telephone and telegraph companies and other students of transportation problems. The committee is to report by Jan. 8.

Among those who planned to attend the opening meeting was Warren S. Stone, chief of the Brotherhood of Locomotive Engineers, who is here with other brotherhood heads to discuss their legislative program for the coming session of Congress. Representative Adamson, author of the railroad eight-hour law, will discuss prospective railroad legislation with President Wilson today.

In opening the session Senator Francis G. Newlands, of Nevada, the chairman, explained that the inquiry would cover a wide field. He said:

"It will relate to every phase of the transportation question, the rail carriers, the river carriers and the ocean carriers, and the perfection of a harmonious system of transportation embracing rail, river and ocean carriers that will meet the demands of interstate as well as foreign commerce and it will also be applied to telegraph and telephone lines, express companies and other public utilities."

"It will embrace not only the subject of government control and regulation of these utilities, but also the government control and regulation of these utilities, but also the wisdom and feasibility of government ownership and the comparative working efficiency of government regulation and control as compared with government ownership and operation."

"It will not be possible for us to come to a speedy conclusion regarding all questions but that conclusion will be more quickly arrived at if we have the sympathetic aid of men who for years have been conversant with the practical side of the transportation question, of the economists and publicists, of railway executives and workers of commercial bodies, farmers and manufacturers and shippers generally."

Referring to government ownership, Senator Newlands said:

"It is a question that must be faced. Other nations far advanced in civilization have adopted the system. Recently, under the stress of war, almost all European governments have taken over the railways. Whether that will be a permanent taking over or only temporary one, it demonstrates that in conditions of great crises when autocratic powers must be given to the government, all intelligent governments drift toward absolute and complete operation of the roads as the only solution of the question."

"If we pursue the exercise and the study of government regulation wisely, persistently and energetically we may create such a system of regulation as will meet every requirement, both in time of peace and war and in exigency or crisis; but it seems to be a wise thing for the government of the United States to ascertain now the history of the countries that have adopted government ownership and operation of railways and to watch the experience of the European countries in this great war in this regard."

"In this connection will come the question of the method of taking over the railroads. Shall it be accomplished by an actual valuation of the railroads and a condemnation of them, or shall they be taken over by the easier method of taking over the stocks and the bonds at their market value, thus at one step having the national government take the position of stockholder and security holder in these great corporations?"

Strikes as a means of settling labor disputes, Senator Newlands characterized as the "most barbaric and brutal of processes."

"The question is," he added, "whether a nation pretending to some degree of civilization, which has eliminated the doctrine of force from application to controversies between man and man, and which furnishes judicial tribunals for the settlement of those controversies; and which is now and has been for years endeavoring internationally to secure a system under which the nations of the earth will contribute similar efforts for the adjustment of international disputes without resort to force whether a civilized nation can be content to perpetuate the existing conditions."

The hours and wages of employees must be considered carefully, Senator Newlands declared, because the burdens which constitute the operating expenses of these corporations are in time transferred to the shippers. He added:

"They cannot long rest upon the investors for if they rest upon them too heavily there will be a decline in the securities and a consequent difficulty in securing the money improvements and extensions and thus the public demands themselves will not be met."

EXECUTIVE HEADS OF BROTHERHOODS CALL ON WILSON

Chiefs of "Big Four" Call at White House to See President.

Washington, Nov. 20.—While it was insisted they came only "to pay their respects," the heads of the four great railway brotherhoods made an engagement at the White House today to confer with President Wilson late in the afternoon.

It was expected the eight-hour day fight and probably the plans for cooperation of the brotherhoods with the American Federation of Labor would be discussed, if only briefly.

TWENTY BOMBS FOUND IN HOLD OF U.S. VESSEL

Sugar Cargo Conceals Infernal Machines Until Sarnia Docks at France.

New York, Nov. 20.—Twenty unexploded bombs were found in the sugar cargo of the American steamship Sarnia upon her arrival at Cherbourg, France, after a voyage, starting from New York on September 2, during which the vessel caught fire from a cause unknown, according to Fourth Mate W. H. Sarnia, who arrived here today on the American line steamship New York from Liverpool.

Sugar made up the bulk of the cargo of the Sarnia and the barge Avondale which she had in tow upon leaving New York. The crew as extinguished, Wybrance said, and the two vessels put in at Havre to discharge part of the cargo. It was not until they reached Cherbourg that the sugar was unloaded. The Sarnia before the war was a Hamburg-American line steamship and since transferred to American registry, cleared from New York by J. H. Winchester & Co., shipping brokers, and was owned by the Hudson Bay Co. The cargo was consigned to the French government by A. J. Lamberton & Co., New York sugar brokers. An officer of the latter company said today that no word had been received here of the finding of bombs and that the fire was not a serious one.

Mrs. Black's Heirs Begin Proceedings To Oust Executors

New Milford, Conn., Nov. 20.—Proceedings for the removal of the executors of the estate of Mrs. Sarah S. Black, founder of Ingleside School, were begun in the probate court here today on behalf of All Saints Memorial Church, a beneficiary under the will. The executors are Morris W. Seymour of Bridgeport; Charles H. Matthews of Philadelphia, and her nephew, William E. Bell, of New Milford. The long complaint alleges that the executors have been negligent and have permitted the estate to remain needlessly in the probate court. The case is being heard by Judge John F. Addis.

Mrs. Black was the daughter of Judge David C. Sanford, of a prominent Litchfield county family. She was married in 1870 to William D. Black, of New York, who died in 1889. In 1889 Mrs. Black founded Ingleside School. She died in 1910 at Cowes, Isle of Wight, off the north coast of England.

Among other directions in the will was one that the Ingleside School be incorporated on the basis of a \$300,000 valuation. Shares in the corporation were to be assigned to Mrs. W. B. Bell, head mistress, Miss Van DeWater, and other members of the faculty.

State Machinists Must Choose Business Agent

Much interest is being manifested by local machinists over the selection of a business agent for District Lodge No. 22, the state union of the International Association of Machinists.

Frederick Cederholm, of this city, was elected last week, but he declined to serve. Another election will be held next month. John J. Egan, now engaged as an organizer here, has been mentioned for the position.

Machinists' Leader to Give Address Here

Fifteen hundred machinists are expected to march Friday evening in a parade from Cannon street to Sokol hall, where President William H. Johnston of the International Association of Machinists will be heard in an address. Arthur Holder, legislative representative of the association at Washington will also speak. The machinists say they will be the largest parade throughout any Bridgeport local has held.

BRIDGEPORT PAY ENVELOPE MUST BE MADE BIGGER

City Planner Nolen Says Charity-Taking Faces Park City Workers.

SAYS CHEAPER RENT SCHEDULE IS NEEDED

Warns City Against Land Speculators and Criticizes the Latter.

Bridgeport's workmen must get better wages, cheaper rents and cheaper necessities of life, or they must put their wives and children to work, taking in boarders or accept charity, according to John Nolen, the city planner, who has made a study of Bridgeport covering several years.

"Communities which seem to exist by taking in one another's washing are not the right sort of social units for this country," Mr. Nolen says for Bridgeport, according to statements credited to him by Bristow Adams, in an official pamphlet issued by the Chamber of Commerce of the United States, at Washington, this month.

Mr. Nolen is quoted at length on Bridgeport, and his beliefs, which probably have been expressed privately to members of the Chamber of Commerce in this city, are interesting. "Looks like the ancient power of the irresistible force running up against the immovable body," he says. "There's no solution of the problem in its most acute form, to affect more than half the wage workers, until one or more of these points can be adjusted."

"There's the choice: Cut down the cost of the house, lower the standard of living, or raise wages. Or, on the other hand, put the wife and children to work, take boarders or roomers, or accept charity."

"The second choice does not sound so good and these communities which seem to exist by taking in one another's washing are not the right sort of social units for this country."

"Unregulated speculation bought up a lot of the available tracts in and around Bridgeport and as a result places suitable for workmen's houses are hard to find at a fair price. The movement for more houses for Bridgeport came too late in this respect though real estate dealers had disposed of some 5,000 building lots which were sold on the installment plan and largely to workers who were persuaded that the purchase represented an investment. House building did not keep pace with lot buying. Much of the existing housing in Bridgeport is bad—very bad. Tenements are inflammable and overcrowded. Insanitary, especially down along the tide creeks."

In summing up the Nolen report plus what has already been done by the chamber of commerce and the Bridgeport Housing Co. to increase unfurnished rents in this city, Adams concludes his recapitulation by saying: "Most of the developments (in other cities) have been for the purpose of individual firms which solved the problems for their own workers. The worker objects to this, as he thinks it takes away his independence and much depends on niceties of adjustment. It is fatal to the success of any housing plan if the worker feels that he furnishes income not only through his labor when he is working, but working, but furnishes additional income to his employer also through rents paid for the time he is idle or asleep. Even though accommodations are better in a 'company' house, a worker who has this feeling will prefer to live in poor quarters far from work, and at higher rental."

After recommending the Kenosha, Wis., plan where no dependence is placed on philanthropy or charity the writer concludes: "Bridgeport's plan and all the others are worthy of watching and of imitation as soon as their good points are established."

Housing is a big business and should be so handled. Nearly two and a half billions are spent annually in dwellings alone and much of it is not truly invested, because so many houses fall short of being satisfactory. Cheap construction means an economic loss of hundreds of millions annually."

Speaking of the relation between housing with wages and standards of living, Mr. Nolen is quoted as saying: "First: A really decent home cannot be provided for much less than \$2,000 including house, lot, street improvements, public utilities and recreation. With Bridgeport's need of 4,000 new houses, a simple calculation shows that an eight million dollar investment is required in that one town alone."

"Second: A house costing in the neighborhood of \$2,000 cannot be offered on the basis of an economic net return for less than \$15 per month."

"Third: The wage earner with the normal family of wife and three dependent children cannot afford to pay \$15 per month unless he has a wage of \$15 a week or nearly \$800 a year. This follows the time tried domestic economy axiom that housing must not cost more than one-fourth the income."

"Fourth: More than half of the fathers of workmen's families earn less than \$15 a week."

"The main trouble is that the whole housing question has been left to unregulated speculation. And that's what the matter with Bridgeport right now."

"Schooners" Soon To Be "Catboats" On Chicago's Bars

Chicago, Nov. 20.—Virtually all of the bars in the downtown district today raised the price of beer by serving it in glasses two-thirds the size of those used heretofore.

A number of downtown lunch-rooms also announced increases of five cents each on such orders as ham and eggs, bacon and eggs and small steaks, while pieces formerly cut into five sections hereafter are to be divided into six.

RUTH LAW SETS FLYING RECORD FOR 832 MILES

Arrives in New York After Thrilling Journey From Chicago.

New York, Nov. 20.—The record-breaking airship flight of Ruth Law, begun yesterday in Chicago, terminated at Governors Island here at 9:40 a. m. today, after stops at Hornell and Binghamton, N. Y.

The final 152 miles from Binghamton to this city was covered this morning in two hours and twenty minutes and the entire journey, 832 miles in an air line, in the actual flying time of nine hours and one minute.

Miss Law was greeted on her arrival at Governor's Island by General and Mrs. Leonard Wood, who congratulated her on her achievement. She was considerably chilled and was taken to the house of one of the officers at the post to recuperate.

She had little to say about her flight except that she had to fly much lower than she wanted of the account of the haze. It was the cause of remark among those who examined her machine here that its structure was such as to expose her to the air more than is the case in most modern airships. The pilot's section is placed on a projection in front of the machine, so that the pilot gets the full force of the wind.

The machine used by Victor Carlstrom, previous holder of the American non-stop record established in a flight Nov. 2 from Chicago to New York, was of the fuselage type, in the cockpit of which he was protected from the winds. In the present flight Miss Law bettered Carlstrom's record by about one hundred miles, making the 590 miles in an air line from Chicago to Hornell, N. Y., where she arrived yesterday, without stopping.

POLLING PLACES FOR NOV. 25 ARE READY FOR VOTER

Mayor Selects Practically Same Locations as Used Early in Month.

Mayor Wilson today designated the polling places for the special election next Saturday when the vote on the proposed commission form of government charter will be taken. The polling places are practically the same as those where the vote was taken at the general election. They are:

First district, 273 State street; Second district, 55 Gregory street; Third district, 115 Auburn street; Fourth district, 1227 State street; Fifth district, 611 Norman street; Sixth district, 1173 North avenue; Seventh district, 1312 Main street; Eighth district, 2044 Main street; Ninth district, East Main street and Shelton street; Tenth district, 42 Beach street; Eleventh district, 416 East Main street; Twelfth district, First precinct, 1538 Seaview avenue; Second precinct, Lincoln school, Stratford avenue.

Twenty-eight machines will be used and the distribution of them was begun today. Two machines will be placed in all polling places except the third district, where only one will be used. In the Fifth, Sixth and Ninth districts there will be three machines in each polling place.

The machines are being set up today and will be open for demonstration tomorrow and Wednesday, Thursday and Friday preceding election they will be closed and sealed in accordance with the law.

The question will be No. 6 on the top row on the machine and will be directly in front of the voter as he pulls the curtain lever back to prepare his ballot. The question will read:

"Shall the proposed charter, prepared and filed with the mayor by the commission appointed for the purpose, be approved?" Turning down the button marked "yes" is a vote for the commission government. To turn down the "no" button registers a vote against the charter.

The voting machines will be open from 6 o'clock this morning until 6 o'clock in the evening. All voters whose names were on the lists for the recent general election are entitled to vote.

There are 21,587 voters on the lists and at least 13,013 or 60 per cent. of the total registered voters must signify their preference one way or the other to make the election legal. A majority of the 13,013 must vote for the commission charter in order that it may be adopted.

If the commission government charter is adopted the election to choose the mayor, auditor, four members of the commission and three members of the board of education will take place on the first Tuesday after the first of December.

DESZO'S MACHINE STRIKES WOMAN FALLING IN ROAD

Mrs. Ellen Calhoun of Warren Street Severely Injured in Accident.

GOES TO HOSPITAL IN AMBULANCE

Suffers Severe Lacerations and Bruises and Internal Injuries.

Overcome by a dizzy spell, Mrs. Ellen Calhoun, 56 years of age, of 625 Warren street, fell from the sidewalk into the path of an automobile, was thrown 20 feet and seriously injured this morning, at Broad and State streets.

The machine that ran down Mrs. Calhoun is owned and was driven by John Deszo, former member of the board of apportionment, of 333 Hancock avenue, a wealthy provision dealer. According to his statement and that of witnesses he was going at a slow rate of speed and was turning from Broad into State street, when he noticed Mrs. Calhoun stagger.

When the machine was almost opposite her, she plunged from the sidewalk into the street, the auto striking her before she could fall to the ground. An assistant fire chief's auto standing near the scene took the woman to the emergency hospital.

Dr. James F. Canavan treated her for lacerations of head, forehead and leg and ordered her removal to St. Vincent's hospital. She also suffered internal injuries. Mrs. J. J. Hubbell, a sister of the injured woman, who stated that this is the first time her sister has been allowed to go out accompanied, grew hysterical at the emergency hospital to which she was called to see Mrs. Calhoun and had to be taken home in an automobile.

JITNEUR DRIVES CAR OVER TOES OF LIEUTENANT

Fined \$25 and Costs for Trespassing on Sanger's Tootsies.

Leon Drawich, a jitney driver, of 1466 Pembroke street, was arrested this morning by Lieut. Garry Sanger, in Burton avenue, near Noble, after he had run his machine over the police official's foot, refused to halt his car and passing a standing trolley car from which three passengers were alighting.

According to Sanger, he raised his hand to signal the jitney driver to stop, stepping into the street at the same time. Drawich is alleged to have ignored the signal to halt his machine despite the fact that a trolley was discharging passengers. He ran by the car and over Sanger's foot.

Judge Bartlett stated that in view of the fact that the auto was not operated at a reckless speed he would not impose a jail sentence when Drawich appeared before him this morning. The court fined the defendant \$25 and court costs.

3 WOMEN HELD FOR PLOT TO BLOW UP CARS

Further Arrests Are Made in N. Y. Trolley Strike Conspiracy.

New York, Nov. 20.—Three young white women were under arrest here today in connection with recent dynamiting of street cars. Seven men already are held and a special session of the grand jury was called.

The women arrested gave their names as Cora Caldwell, 21; Cora Ridley, 25, and Nora Ryan, 24, all of Atlanta. They denied connection with the affair. Police claim they obtained dynamite for the men.

Dynamiting of cars which has gone on intermittently since the strike of motormen and conductors began September 30 last has resulted in painful injuries to a number of persons.

Warner Bros. Workers In Danbury Plan Union

Warner Bros. metal department workers in Danbury are expected to organize a union during the next few months. Arrangements are being discussed by the local Corset Workers' union for an organizer to go into Danbury.

It is understood that Danbury corset workers want more wages and that for many months they have been planning a union.

Miss Josephine Moulthrop, business agent of the Bridgeport local will be a delegate to the convention of the Women's Trade Union league, which will be held Dec. 2 and 3 in New York.

TEUTONS, IN UTTER ROUT AT MONASTIR, PURSUED BY ENEMY

Victorious French and Serbian Forces Press Retreating Foe—Fire and Explosions Prevent Serbs From Entering Captured City—Rumanians Near Jiu Continue Retreat Before Onrushing Teuton Forces—British Renew Attacks Along Somme.

London, Nov. 20.—The retreat of the Germano-Bulgarian forces from Monastir in the direction of Prilep is a debacle, says a despatch to the Wireless Press from Rome today. The entente troops are pursuing the fleeing foe and have occupied villages north of Monastir, taking prisoners as they advanced, the despatch adds.

The Serbians, according to these advices, are delaying entering Monastir because of the fire and explosions which have virtually destroyed the city, from which the population has fled.

TEUTON ENVOYS TOLD TO LEAVE GREEK CAPITAL

Commander of Entente Fleet Says Diplomats Must Go at Once.

London, Nov. 20.—An Athens despatch to The Exchange Telegraph Company says the German, Austro-Hungarian, Bulgarian and British ministers to Greece have been informed by Vice Admiral Du Fournet, commander of the allied fleet, that they must depart from Greece by Wednesday.

Stagehands Strike, Hartford Theatres May Have to Close

Hartford, Nov. 20.—Between 50 and 60 stagehands working in local theatres went on strike today, demanding higher wages and a rearrangement of hours. Three of the several motion picture houses are not affected, the managers having reached some sort of agreement. Motion picture machine operations are included in the strike. The vote to strike was passed by the union Sunday.

Four theatres, putting on "legitimate plays and vaudeville" are particularly affected by the strike. Up to noon today the management did not know what it would be able to do about afternoon and night performances. At Parsons' where a well known actress and her company were advertised to play tonight the baggage was piled in huge heaps on the stage and had not been touched up to early afternoon.

A manager of theatre managers is scheduled for this afternoon. The men seek a regularly weekly salary whether they work or not, and want an agreement concerning hourly pay when they do work.

Non-Union Men Fought Among Themselves, Says Organizer P. F. Duffy

That the small riot in the foundry of the Automatic Machine Co., Saturday, in which one man possibly was fatally injured, and another seriously hurt, was a fight between high-priced and low-priced non-union men, was the statement today of P. F. Duffy, organizer of the American Federation of Labor.

A strike occurred last summer in the Automatic Machine Co., and strike-breakers are said to have been employed. Professional jealousy is given by Mr. Duffy as the cause of the scrap.

The cases were called this morning in the city court and were continued until Nov. 28. Dominic Walo of 36 Lexington avenue and James Donnelly of the same address, are still in St. Vincent's hospital. The latter's condition is critical because his skull is broken.

Held Runaway Pair In Bonds of \$1,000

Zella Sprung, aged 17, and Fred Ruocco, aged 21, held by the police for New York authorities who charge Ruocco with abduction and the girl with falsifying her age before a registrar of vital statistics, were arraigned in the city court today. Both were held in bonds of \$1,000 until Nov. 25, awaiting requisition by the New York state authorities.

The young woman, a picture of prettiness, is said to belong to a well known family in New York by the name of Starr. It is believed here that a fictitious name was used in procuring a marriage license.

THE WEATHER

Connecticut: fair and colder tonight and Tuesday; fresh northwest winds.

ALLIES PUSH FORWARD

Paris, Nov. 20.—Allied troops have been completely victorious on the Macedonian front from the river Cerna to Lake Prespa, according to an announcement made by the French war office this afternoon.

TEUTONS ON NEW LINES

Berlin, Nov. 20.—No German formations have reached the Macedonian front, it is announced officially. The new positions north of Monastir were taken up without pressure from the allies. Serbian advances in the Moglenica region were repulsed.

TEUTONS CONTINUE DRIVE

Berlin, Nov. 20.—The Austro-German campaign against the Rumanians and their Russian allies has gained further successes, the war office announced. Near Campulung the Rumanians, whose forces are demoralized, made attacks yesterday but were repulsed.

WORKMAN DIES AFTER FALL IN ELEVATOR PIT

Attempting to alight from a moving elevator at the Locomobile Co. of America's works at the foot of Main street this morning, before the cage had reached the floor level, cost the life of Thomas Congdon, aged 55, of 841 South avenue.

Congdon tripped as the elevator was nearing the second floor, fell into the shaft and struck headfirst into the pit, about 20 feet below.

He was removed to St. Vincent's hospital in the city ambulance where he died later of a fractured skull.

Third Child Dies of Burns Following Kerosene Explosion

Its mother so terribly burned that physicians at St. Vincent's hospital hold out little hope for her recovery, the baby boy born yesterday to Mrs. Joseph Hesse of Fairfield, died today at the hospital. In hope of saving its life the baby had been placed in a baby incubator. The condition of the mother was such that she could impart little or no vitality to the child and from the first the hospital authorities had little hope of saving it. The father is in another ward with his hand terribly burned and has developed symptoms of pneumonia. A little daughter, Rose, is also in a critical condition at the hospital from burns. Two boys, Frank, aged two and Joseph, aged six, died yesterday.

The children were sleeping yesterday morning near a stove in which the fire was low. In order to have the room warm for them when they awoke the mother poured kerosene oil on the fire. An explosion followed and mother and children were covered with the burning oil. The father in extinguishing the flames was burned on his hands and arms severely. The emergency ambulance took the family to St. Vincent's hospital.

Strikers of Parsons Foundry Back on Job

In accordance with the agreement reached last week between the strikers and the officials of the Parsons Foundry Co., the first batch of the strikers returned to work this morning. The other will return at the date specified in the agreement. The strikers resume their jobs at an increased wage and with a better understanding between them and the officials.